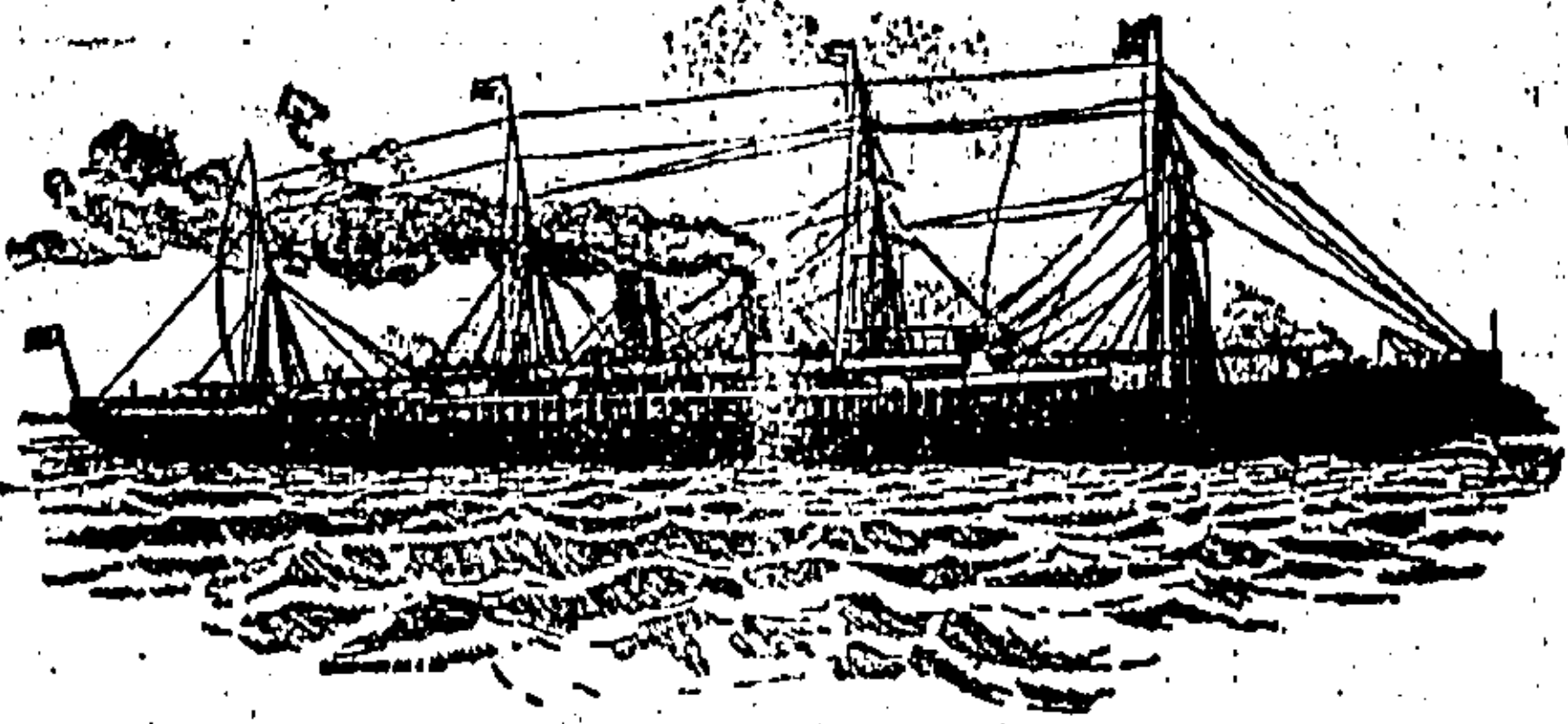


Trails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	4,784 Gross Tons	SATURDAY, 17th December, at Noon.
"MANCHURIA"	13,439 "	FRIDAY, 23rd December, at 4 p.m.
"KOREA"	11,476 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIO"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,660 "	FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through tickets to Europe have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

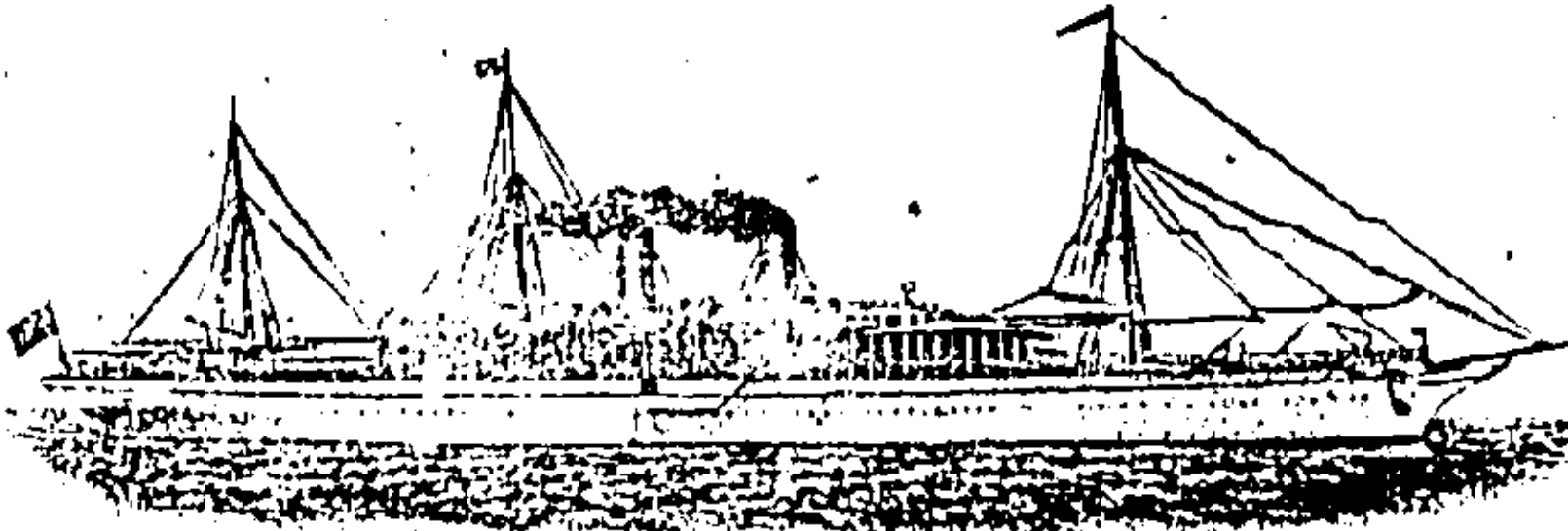
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 10th December, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.		
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.		
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).		
R.M.S. "ATHENIAN"	2,440 Tons	WEDNESDAY, 28th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 8th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 8th March.
"ATHENIAN"	2,440 "	WEDNESDAY, 15th March.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate and 2nd Class, via St. Lawrence £40. Via New York £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 14th December, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST. (Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st Dec. Freight.
ARMENIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st January. Freight.
Forst.	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th January. Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	22nd January. Freight.
von Hoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th January. Freight.
AMBRIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th Feb. Freight.
Porzellus	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st Feb. Freight.
SITHONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March. Freight and Passengers.
Hildebrandt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
ARCADIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
Forck	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
RHENANIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 10th December, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" R. D. Thomas.
"FATSHAN"	2,260 "	" W. A. Valentine.
"HANKOW"	3,072 "	" C. V. Lloyd.
"KINSHAN"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted). Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 1.30 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	1,588 tons	Captain J. Wilcox.
"NANNING"	569 "	" C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

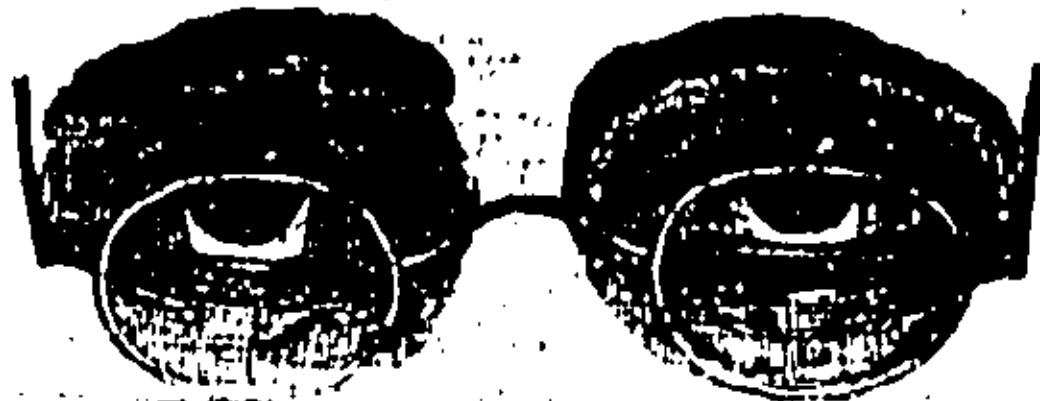
HONGKONG, CANTON & MACAO STEAMBOAT CO. LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

16, DES VUEX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HART BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL LUBRICANTS

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1904.

1804

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD.

W. H. H. H. H.

501

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

11

MEE CHEUNG.

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 18

18-HOUSE ROAD.

IS now in a position, in his New and Com-

modious Premises, to accept, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 15th September, 1903.

1784

JUST OPENED.

ANOTHER parcel of Messrs. RAPHAEL TUCK & SONS' XMAS AND NEW YEAR CARDS of the most elaborate and fancy designs.

Inspection is Earnestly Solicited.

No. 5, D'AGUILAR STREET,

or

37 and 38, Elgin Road, Kowloon.

Hongkong, 14th December, 1904.

172

CHRISTMAS.

WHAT BETTER GIFT

THAN A

SINGER SEWING MACHINE.

CASH OR EASY PAYMENTS.

Showrooms:—1, Wyndham Street.

Hongkong, 9th December, 1904.

1231

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart) or 6 doz. pints.

Special Prices for Quantities

Sole Agents:—

SIEMSEN & Co.

Hongkong, 10th January 1905.

785

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading

Establishments in the Colony, to whom reference may be made as to the Superior Work-

manship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

995

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and they are warned against paying more than

TEN CENTS (10 CTS.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

113

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A 1 and A. B. O. (4th).

Yokohama, May 11th, 1903.

[595]

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[1248]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP AND TOWBOAT CO., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

Intimations.

Wm. Powell, Ltd.

Business Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,

Des Vaux Road.

XMAS, 1904.

TOYS!
TOYS!
TOYS!

OUR XMAS

BAZAAR

IS NOW OPEN.

Every conceivable kind

of

TOY

to be had at a

REASONABLE PRICE.

DOLLS!
DOLLS!
DOLLS!

Finest Assortment of

DOLLS

in the Far East.

GAMES!
GAMES!
GAMES!Do not fail to bring the
Children to spend
half an hour in the
Bazaar

at

POWELL'S

ALEXANDRA BUILDINGS,

HONGKONG.

Hongkong, 9th December, 1904.

Auctions.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
**VALUABLE LEASEHOLD
PROPERTY.**
situate at Yau-ma-tei, Kowloon,
in Six Lots,
TO-MORROW,
the 16th day of December, 1904, at 3 P.M.,
at the premises,
BY
Messrs. HUGHES & HOUGH,
Auctioneers.

- LOT 1.—All That piece of ground registered in the Land Office as Section M of Kowloon Inland Lot No. 43 with the message thereon known as No. 49 Temple Street.
- LOT 2.—All That piece of ground registered in the Land Office as Section N of Kowloon Inland Lot No. 43 with the message thereon known as No. 53 Temple Street.
- LOT 3.—All That portion of the piece of ground registered in the Land Office as Section B of Kowloon Inland Lot No. 105 with the message thereon known as No. 46 Temple Street.
- LOT 4.—All That portion of the piece of ground registered in the Land Office as Section B of Kowloon Inland Lot No. 105 with the message thereon known as No. 48 Temple Street.
- LOT 5.—All That portion of the piece of ground registered in the Land Office as Section C of Kowloon Inland Lot No. 105 with the message thereon known as No. 5 Kennedy Street.
- LOT 6.—All That portion of the piece of ground registered in the Land Office as Section C of Kowloon Inland Lot No. 105 with the message thereon known as No. 7 Kennedy Street.

The above Properties are respectively held from the Crown for the residues of the respective terms of 75 years.

For further particulars and conditions of sale, apply to—

EWENS & HARTSON,
Solicitors for the Mortgagee,
or to **Messrs. HUGHES & HOUGH,**
Auctioneers.

Hongkong, 15th December, 1904. [1300]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 19th day of December, 1904, at 3 P.M.,** at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Causeway Bay in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a **CROWN RENT** to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upper Price.
Registry No.		N. S. E. W.			
Inland Lot No. 172.	Causeway Bay.	178' 10" 163' 0"	178' 37,060	352	21,128

Hongkong, 10th December, 1904. [1308]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 19th day of December, 1904, at 3 P.M.,** at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Yau-ma-tei in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a **CROWN RENT** to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upper Price.
Registry No.		N. S. E. W.			
Kowloon Inland Lot No. 171.	Yau-ma-tei.	420' 437' 5" 457' 6"	145,139	1,839	62,318

Hongkong, 10th December, 1904. [1329]

THE

CHINA AND JAPAN TELEPHONE

AND

ELECTRIC COMPANY, LIMITED.

ELECTRIC BELL INSTALLATIONS.

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES,

ELECTRIC BELLS,

SWITCHES,

TELEPHONES,

INSULATORS,

WIRE,

&c. &c. &c.

SEND FOR PRICE LISTS

AND

ESTIMATES.

ADDRESS:—2, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904. [6]

SIAM'S GOLD STANDARD.

HOW IT STANDS.

The report of Mr. Williamson, the Financial Adviser to the Siam Government, on the latter's Budget for the current year, contains the following information regarding the working of the Gold Standard arrangement at Bangkok—

RELATION TO THE STRAITS DOLLAR.

In my report last year, I gave some particulars of the measures adopted in introducing the change from a silver to a gold standard of value, and indicated the successive stages by which the Treasury selling price of the tical was raised: from 20 to 18 ticals to the pound. In the course of year 122 (1904) the process of gradual appreciation was continued as opportunity offered until, on the 6th February 122 (1904), the tical was quoted by the Treasury at 16.67 to the pound sterling. This rate corresponds exactly to a 2/ dollar at the old ratio of \$3 = Tcs. 1, and is therefore a convenient one to adopt in view of the probable fixing of the Straits dollar at a value of 2/ and having regard to the intimate character of the business relations existing between Siam and the Straits Settlements. In the absence, therefore, of unforeseen circumstances necessitating a further change, it may be held that the Government have now attained their goal as regards the rate at which they propose to fix the future value of the tical.

It is, of course, to be understood that the rate above mentioned is merely that at which the Treasury is prepared to sell ticals against gold drafts on London and in view of the previous inflation of the metallic currency, it is somewhat early to expect the market to adhere entirely to the Government rate. At times, indeed, it has already done so, when the demand for money has been brisk and the Banks have apprehended a necessity for replenishing their stock of coin by application to the Treasury, but during periods of slackness exports, accompanied by a normal flow of import business, the value of the tical as measured sterling must necessarily show a tendency to fall away.

The only remedy for the state of affairs is for the Government to offer gold bills to the Banks, thus relieving them of any plethora of ticals in their possession, and there are not wanting critics who affirm that it is the duty of Government to raise a loan for this purpose—some even going so far as to maintain that in the absence of such a loan it will be impossible to obtain the desired fixity of exchange. These critics appear, however, to have overlooked the experience of India where a gold reserve was acquired, not by sudden recourse to a loan, but by the profits arising from the coinage of rupees. In Siam it is intended to adopt a precisely similar plan and, as in India, the acquisition of a sufficient stock of gold for this purpose must necessarily be a matter of time.

COMPARISON WITH INDIA.

In this connection it may be of interest to recall the fact that, although the India Mints were closed to the free coinage of silver in June 1893, it was not until the beginning of 1899, or over 5 years afterwards, that the Government made their rate of exchange effective. This will be seen from the following figures, showing the average rate obtained by the Secretary of State for his bills on India, during the years 1893 to 1899:—

Year	Average rate.
1893	15h 3 d to the rupee.
1894	15h 2 d "
1895	15h 1 d "
1896	15h 1 d "
1897	15h 2 d "
1898	15h 3 d "
1899	15h 4 d "

In India, it will be observed, the rate of exchange actually fell for a period of 4 years after the closing of the Mints and reached its lowest point in the second year following that event—the subsequent recovery being so gradual that it was another 3 years before the average level of 1893 was attained and passed. With this experience before us it is not to be expected that Siam with her smaller resources and her less-developed industries, will be able to effectively establish her gold standard without allowing a more or less lengthy period for the contraction of her currency, and the gradual adjustment of wages and prices to the higher level which it is desired that the tical shall attain. There are evidences that this process is in course of development, and the more gradual it is, the less is it likely to affect trade adversely, more especially the important rice export business on which the prosperity of the country so largely depends. Any considerable appreciation of the value of the tical, unless counteracted by an increased demand for rice, either for home or foreign consumption, must result in lower tical prices being paid to the producers, and it is of importance that the change should be gradual in order that the general lowering of prices all round may enable the cultivator to receive for his produce the same value as formerly.

RISE IN THE TICAL.

The average of exchange for the year 121 (1903-04) is the year towards the end of which the gold standard was adopted, was 15h. 3/32d, corresponding to Tcs. 18.84 to the pound sterling, while for the year 122 (1903-04) it was 15h. 1/4, or Tcs. 18.28 to the pound. This being so, the upward movement of the tical has probably been quite as rapid as is consonant with the general interests of the country, and the public may, I think, feel satisfied with the results so far attained, despite the criticisms to which a measure of so far-reaching a character must expect to be subjected.

When dealing with the subject of the gold standard last year, I observed that Siam had now obtained both the practical and sentimental advantage of having placed her monetary unit in a position where it was at last in a fair way to being recognised in the exchange marts of the world as a coin with a value of its own, and added that, until the change to a gold standard

was effected, the local Banks invariably quoted their rates for gold bills in dollars, whereas two of them had already commenced quoting in ticals. Since writing the above, the third and most important Bank has come into line with the other two in this matter, and from the 1st May 1904 a uniform method of quotation of exchange has been adopted, whereby the value of the tical is cited in terms of the various foreign currencies. This, in itself, is evidence of the confidence felt by the banking community in the ultimate success of the change of standard, and the simplification of the method of quoting local exchange, must be no small convenience to the business interests of the country.

HOW THE RUSSIANS FIGHT.

In the "Rusk Wjed," says the *China Review*, an officer of the 3rd Reg. battalion of the Woronesch regiment depicts the bayonet-attack on the 31st of July by Tychulaputse. He writes: "Three volleys are fired. We do not know what it means. On the left wing of our position a flag is given. The entire battalion is in a state of the highest tension. Again a signal. 'No more doubt. Forward!' is the order. The battalion rises and a few minutes it is storming up a mountain. Already we hear the bullets whizzing and this awful murmur gets stronger every moment. Silently, stealthily we advance. Suddenly a cry is heard, an officer of the 2nd Company is wounded—the first victim. We ascend higher and higher. An Alp-pressure lays itself on our souls and men and officers crowd together. Shortly before reaching the mountain summit two half-some minutes. A command is given and forward again at a wild pace. Now we are on the summit, and see the enemy before us at a distance of 30 to 40 paces. A terrible fire receives us and during 5 to 10 seconds we answer. Again a command is given and the whole battalion rushes forward as a man. Some seconds elapse and loud 'Hurrahs' are heard mingled with the moans of the wounded. It is impossible to describe the horrors of a bayonet-fight. There is a surprised Japanese officer trying to defend himself with his sword. The sharp bayonet penetrates his chest and he falls lifeless to the ground. All around heartrending lamentations are heard, but no one mends that human flood flows in current, no one cares for the cries and sighs of the dying. A part of the Japanese try to escape down the mountain. But even in flight there is no salvation. We overtake the enemy and stab and beat him as madmen. A ferocious beastly fury seizes all, deeply we pierce the bayonets into their bodies, heavily fall the butt ends on their heads. Sometimes the bayonets pierce the entire body. The bayonets bend and with desperate efforts we try to extricate them from the corpses. But there is no time for long reflection; we grasp the guns of the dead and storm on. Higher and higher the corpses are towering and we think have won the victory and that we shall be able to rest.

But what is that? Something new. A hail-storm of shells and bullets fills whistling, humming and whizzing the air. No one expects to be living the next second. The ranks are severed from the body; over there horribly mutilated soldiers are rolling in awful death struggle—an officer springs suddenly up but collapses with cries of despair!

But the moans of the dead and wounded are deafened by the reports of guns and the loud commands—Where the eye-glances—streams of blood and death convulsions of the wounded. The struggle was unfortunately not evenly matched. The battalion dwindles away and only a few tired to death, indifferent to all survivors, beat the retreat across the dead bodies of friend and enemy.

The above graphic description shows, in the opinion of the *China Review*, how deadly the Russian bayonet attack is, and that, only when outnumbered, do they retire. But the Japanese superiority in men and artillery will not last for ever; and the European Russian Army Corps better men, better artillery, better everything, are arriving, and as time rolls on the real crisis will come.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	111 1/16
Do. demand	111 1/16
Do. 4 months' sight	111 5/16
France—Bank T.T.	24 1/4
America—Bank T.T.	45 1/2
Germany—Bank T.T.	156
India T.T.	14 1/2
Do. demand	14 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	94 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	11 1/2

Buying.

4 months' sight L/C.	111 7/16
6 months' sight L/C.	111 9/16
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	48 1/2
30 days' sight Sydney and Melbourne	111 1/16
4 months' sight France	24 1/4
6 months' sight do.	24 1/2
4 months' sight Germany	156 1/2
Bar Silver	28
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New	@ 140/1, 110
Old	@ 140/1, 110
Older	@ 140/1, 110
Oldest	@ 140/1, 110
Patna New	@ 140/1, 110
Patna Old	@ 140/1, 110
Persian (Paper)	@ 80/1, 110

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools, and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be 'humbugged' and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tissue, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing as good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice, and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

DURING the temporary absence of the Undersigned, Mr. A. E. WHEELEY, has been appointed ACTING SECRETARY of the above Company.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 14th December, 1904. [1341]

NAVY LEAGUE.

HONGKONG BRANCH.

THE ANNUAL GENERAL MEETING OF THE MEMBERS AND ASSOCIATES of the Hongkong Branch of the Navy League will be held in the CITY HALL, on MONDAY, the 19th December, 1904, at 15 P.M. H. E. POLLOCK, Esq., K.C., to the Chair.

ARTHUR R. LOWE,

Hon. Secretary.

Navy League, Hongkong Branch.
Hongkong, 12th December, 1904. [1333]

STOCKBROKERS' ASSOCIATION.

NOTICE.

DECEMBER SETTLEMENT.

THIS Month's Settlements will commence on THURSDAY, the 29th instant.

By Order of the Committee,
E. S. JOSEPH,
Hon. Secretary.

Hongkong, 2nd December, 1904. [1307]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd September, 1904. [783]

AN APPEAL.

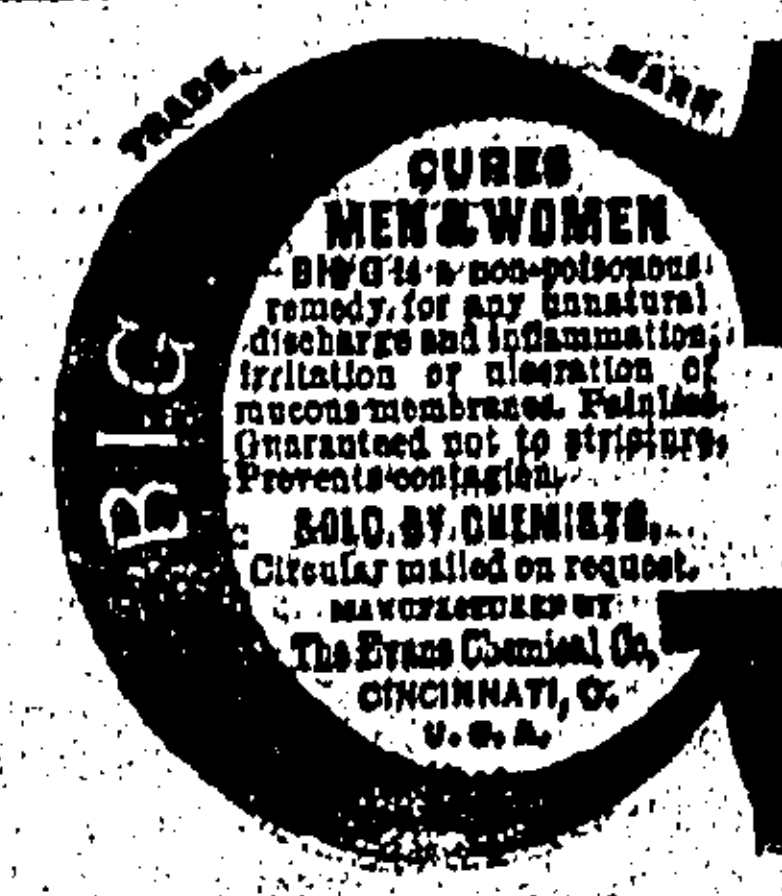
THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1904.



Intimations.

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

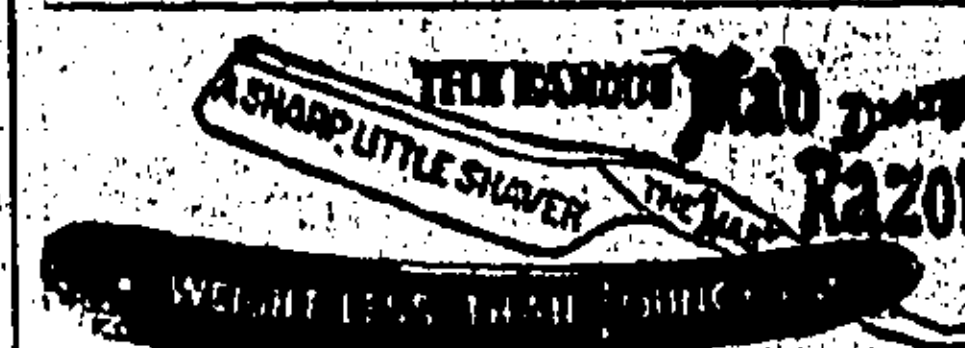
NOTICE is hereby given that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICE of the Company in Alexandra Buildings, Des Vaux Road, on FRIDAY, the 13th day of December, 1904, at Noon, for the purpose of receiving the report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 26th instant, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th December, 1904. [1342]

LOST.

ON Saturday night (10th), a PEARL AND CRYSTAL NECKLET on SILVER CHAIN. Finder will be rewarded on returning it to PAGODA BUNGALOW, Kowloon.
Hongkong, 13th December, 1904. [1339]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "DWARF" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [1269]

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

Hongkong, 17th May, 1904.

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 17th May, 1904.

THE WINE GROWERS SUPPLY CO.

Barretto & Co., General Agents, Hongkong.

PORT WINE.

Direct shipment from the COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO, (Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of THE WINE GROWERS SUPPLY CO.

Per Case of 1 Dozen.

Dry No. 1 Selected Old Port \$50.00

Quinta do Porto " " 30.00

Dry No. 3 " " 25.00

Quinta da Granja " " 20.00

Tawny, 1887, Vintage " " 15.00

Tawny, (White Label) " " 14.00

Medium Tawny, (Brown Label) " " 13.00

White Tawny, (White Label) " " 12.00

Full Wine, (Brown Label) " " 11.00

Light Tawny, (Brown Label) " " 10.00

Light Tawny, (Brown Label) " " 10.00

Light Tawny, (Brown Label) " " 10.00

Light Tawny, (Brown Label) " " 10.00

Light Tawny, (Brown Label) " " 10.00

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Light Tawny, (Brown Label) " " 10.00

Light Tawny, (Brown Label) " " 10.00

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS
EXCELLENCY THE GOVERNOR.

WATSON'S BALSAM OF ANISEED

is not a cure all, but -

IT DOES CURE -

A COUGH,

and that right speedily.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904.

OPPORTUNITIES

HAPPEN EVERY DAY.

THE SUCCESSFUL AND
THE WISE AVAIL THEM-
SELVES OF THEM.

WHAT BETTER
OPPORTUNITY
THAN
BUYING
WINES
AND
SPIRITS
OF
THE BEST
AT THE
LOWEST
POSSIBLE
RATES
COMPATIBLE WITH
QUALITY?

THIS OPPORTUNITY
GREGOR & Co.

HAVE GIVEN TO YOU

BY OPENING

THEIR OFFICE

AT

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR

OPPOSITE POST OFFICE

GREGOR & Co.,

WINE AND SPIRIT MERCHANTS.
Hongkong, 15th December, 1904. 1265-13

The Hongkong Telegraph

HONGKONG, THURSDAY, DEC. 15, 1904.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

The proposal to attempt once more to place the above gigantic corporation under the Chinese flag will be watched with interest throughout China, though we venture to express the opinion that it is not likely to come about, except in the shape of a complete re-formation of the business, and the buying out of the foreign shareholders at a high premium. The Mining Company, whose ramifications and holdings are to be found in every corner of the East, was, as the majority of our readers know, originally a Chinese concern, pure and simple, and came into existence in 1878, as the result of the foresight of Tong King Sing, who, assisted by competent foreign engineers and prospectors, discovered the extraordinary wealth and extent of the Kaiping Coal Basin. A concession was obtained from the Throne, engineered by the famous Chang Ying Mao, and for some twenty years the Company prospered to a degree that the outside world never realised. Shafts were sunk at Tongshan, the chief mining centre of the Company, Hsishan, and Linhsi, and under the control of a few able British engineers and practical miners, the output from all sources approached nearly 4,000 tons of coal per diem some of it being of excellent quality and well-fitted for the use of men-of-war. A fleet of six ships was added, and these, aided by numerous canals and waterways, enabled the coal to be transported quickly and easily practically from end to end of China. Then followed acquisition of Ching-wang-tao for the use of the Company, which meant an ice-free port from whence coal could be shipped to Shanghai and elsewhere, quite independent of the frozen Pei-ho. The political events, which culminated so disastrously for China in 1900, led to the placing of the mines under British protection, and subsequently a limited liability company, was mooted and formed, the original Chinese shareholders (though many of them were very unwilling to enter into the contract) being urged and practically compelled to sell out. The ordinary share capital was advertised and subscribed at one million pounds sterling, whilst debenture stock was issued and raised for half a million sterling in addition. The Company was engineered, and floated by Mr. H. C. Hoover of the firm of Bewick, Mores and Company, and the Chevalier de Wouters, who was acting on behalf of a Belgian syndicate, the head of which it was an open secret was none other than King Leopold. The arrangements were carried through after the payment of enormous flotation expenses. The Company was duly registered in London, under the Companies' Acts, but it being found that the Belgians held the majority it was decided that one Board of Directors should meet in Brussels, another in London, and a third in China. Thus was inaugurated the fatuous policy, which from 1891 to the present day has continued of two nations pulling each against the other throwing obstacle in each other's way, and all to the detriment of the genuine stockholders; and by genuine stockholder is meant the small investor in China who has been compelled to look on at a kind of sea-saw. In the first place the Belgians, with that arrogance and self-assertiveness which has marked all their trade ventures in the Orient, attempted to take absolute charge of the business without reference to the British claims. Chaos reigned for a time. The General Manager, Mr. J. H. Dugan, who came to the Company from one of the greatest mining concerns in Pennsylvania, was openly defied, and on one or two occasions serious disturbances between the factions were narrowly averted. In the meantime the shareholders had to look on regretfully, but unable to check the boyish tyranny of the Belgian representatives. Now that Ching-wan-tao, on which vast sums of money have been spent, in the building of breakwaters and the construction of a small railway from Tang-ho Junction on the main line has become an established fact, it would be the greatest of all pities to see the British flag ousted in favour of the Dragon. In the first and most essential place it is too near the terminus of the Chinese Eastern Railway, and the Russians, notwithstanding the fact that they have their hands pretty full at the present time, would lose no opportunity of securing by foul means or fair, an ice free port in the Liao-tung Bay so conveniently situated as is Ching-wan-tao. That the Chinese Engineering and Mining Company, Limited, needs re-organising and putting upon a sound business basis there can be no doubt; but it should be done in such a way as not to affect British prestige and their legal if perhaps nominal control of the Company. Mr. Gustav Detring, Commissioner of Customs at Tientsin, the adviser of

Chang Ying Mao and other leading Chinese officials, passed through here recently on his way to England to open negotiations for the proposed flag-changing. That his mission will require considerable time and alertness goes without saying, but before the object he has in view shows any signs of fruition, a number of awkward questions will require to be answered. What the outcome is likely to be we cannot forecast. Time will tell.

THE DESIGNATION OF M. L. C.'s

At the conclusion of the meeting of the Legislative Council this afternoon, His Excellency the Governor called the members together and, in an informal manner, desired to point out to the honourable gentlemen of the local legislative assembly what appeared to be a common error, that had received the sanction of usage, in the designation of the title "honourable" conferred on the members of the Executive and Legislative Councils. His Excellency said that the matter was, indeed, a small one; but it was as well to be correct in small as in great questions. It has been observed that, in Hongkong, the distinctive title of "The Honourable," as used in relation to members of the Colonial Councils, is invariably so used with the omission of the word "Mr." before the names of honourable members. Such a use is incorrect, inasmuch as it implied the title "The Honourable" as of right which, as a rule, the members of Council did not possess. The appellation is an honorary one, and is correctly used only as a prefix to the ordinary form of address. Members of Councils should therefore be referred to as "The Honourable Mr. So-and-So." With a view to secure uniformity in future reports, like the present, of the meetings of Council, honourable members (both official and unofficial) will receive the official designations to which they are properly entitled.

THE "AGINCOURT" CASE.

Combining to disobey the lawful commands of a ship's master is practically the same as mutiny, and in ordinary circumstances the behaviour of the four men of the steamer *Agincourt*, who refused to go on from Singapore to Nagasaki when ordered to do so by the captain, would have resulted in the infliction of severe punishment. The facts, however, were of an unusual character, and the proceedings which followed at the Thames Police Court last month are of considerable importance both to shipowners and seamen in regard to their respective rights and liabilities. The managing owners of the *Agincourt* entered into a charter-party to go from Barry to Hongkong with a cargo of coal, and taken as a speculation, and under the agreement with the crew; the voyage was similarly described with the addition that after leaving here they could proceed to a port or ports in any rotation within the limits of 75 deg. north lat. and 60 deg. south lat. A panic as to floating mines in the neighbourhood of Hongkong seems to have seized the owners, and by arrangement with the charterers it was decided that the ship should not go on to Hongkong when she left Singapore, but should take the cargo to Nagasaki, which came within the limits of the agreement with the crew. However, upon arriving at Singapore the men refused to go to Japan, apparently because the ship was carrying coal, which had been declared contraband, to a belligerent port. It was maintained that, although the voyage came clearly within the agreement under which they were to sail, the men combined to try and upset the lawful commands of the captain and to impede the navigation of the ship or the progress of the voyage. During the hearing of the case it was urged that there was nothing illegal in the carrying of contraband of war; it was not an offence against the municipal law of Great Britain for a subject to carry contraband to a belligerent country. It is not quite easy, however, for the dispassionate observer to see how a voyage to Nagasaki can have been considered safe, if one to Hongkong was supposed to be dangerous; and we can quite understand the men's objections to going on there, in view of Russia's doctrine as to coal and the fate of the *Knight Commander*. They were signed on at peace risks and peace pay, and when they learned that the ship was not to proceed to this port, they refused to go aboard. This refusal was upheld by the magistrate, who ruled that the owners were bound by the agreement to proceed to Hongkong, and when they informed the seamen that it was not their intention to come here that agreement terminated. It was further held that the owners had not just cause to refuse to make this port from Singapore as the danger of being undermined was too remote. The magistrate thought the crew had a good reason to refuse to go to Nagasaki, considering the risks that there were, and therefore the summons was dismissed. This is one instance of mischief that results from Russia's attitude, and failure of the Government to get it amended.

LOCAL AND GENERAL.

THE German mail of the 16th November was delivered in London on the 14th inst.

AN Indian, living in one of the matted sheds erected by the side of the buildings for the new Supreme Court, in Des Vaux Road, was attacked by plague and has succumbed to the disease. This is the 59th case since the beginning of the year.

To all those who so kindly patronised the bazaar at the City Hall yesterday, to those who most cheerfully assisted at the stalls and everyone who in any way contributed to the success of the sale, the Mother Superior and sisters of L'Asile de Ste. Enfant desire to tender their heartfelt thanks and deep gratitude for so much kindly help towards the little sufferers.

As representing the Manufacturers Life Insurance Co., of Toronto, Messrs. Bradley & Co. send us a most useful wall map and calendar. Mr. Omar Cassum Moosa, draper of Macao, has issued his new year almanack, a copy of which is now to hand. From Messrs. Dodwell & Co. we have received an almanack, diary and prospectus of the Phoenix Assurance Co. Ltd.

A CHINAMAN was banished in August last, after suffering a term of imprisonment for theft. He returned and last night tried to commit a burglary in a house in Shing King Lane. But as he was entering a window from the verandah up which he had climbed, he found some *jokis* looking at him and he hustled to get down. But he missed his footing, and his body now awaits interment at the Mortuary.

At a meeting of the Council of the Royal Colonial Institute the following were elected Fellows: Mr. Lawrence C. Brown (Federated Malay States), Mr. James Caird, Mr. David Dalgety (Transvaal), Mr. William C. Dawes, Mr. P. H. A. Grant (Southern Nigeria), Hon. Edward Miller, M.L.C. (Victoria), Mr. Robert G. C. Pitt (Transvaal), Mr. Frederick H. E. Sperling (Federated Malay States).

A SUPPLEMENT to the *London Gazette* states that the King has granted to a number of retired members of the Civil Service not belonging to the administrative or clerical branches, the Imperial Service Medal, which was instituted by His Majesty for the recognition of long and meritorious service in branches other than those before mentioned. The recipients of the medal comprise employees in the various Government factories and postal service in all parts of the country.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 16th inst. (weather permitting):—
March, "The Land of King Edward's Army," Jones.
Entr'acte, "Introduction to Act I, Lohengrin," Wagner.
Selection, "The Silver Slipper," Leslie Stewart.
Polka, "The Land of the Living," Copland.
Selection, "Kitty Grey," Copland.
Valse, "Jill's Song," Copland.
Requiem, "Requiem," Copland.
God Save the King.

It now appears that Lady Curzon's recovery is indirectly due to the King. His Majesty sent a well-known medical member of the public service down to inquire into the sanitary condition of Walmer Castle, and this gentleman on investigating found that the ventilating shaft from a drain discharged itself near Lady Curzon's window. According to an exchange, as soon as this was reported to the doctors in attendance they decided that she should be removed, and from the day that she was taken away from Walmer Castle she began to improve. It seems, therefore, to be clear that the impure air from the drain was responsible for the frequent relapses which Lady Curzon experienced.

THE alarmists at home have been busy of late getting up a new scare. They have discovered that Germany is eager to swallow up Holland, and that the Kaiser is actively working for the accomplishment of this nefarious project. Mr. Arnold White startled the cry and it has since been taken up by one or two papers. It may be conceded at once that the Kaiser would very much like to bring Holland within the circle of the German Empire. It would give Germany some valuable colonies, and a useful addition to her fleet. If he can persuade the Dutch voluntarily to enter the empire it would be difficult for any other Power to object; but, as a matter of fact, there is nothing to which national feeling in Holland is more strongly or bitterly opposed. The German Empire could only secure Holland after a war of conquest, and in spite of the fears of Mr. Arnold White and men of his school, there is no evidence that the German Emperor has any serious design of adopting a course which would set all Europe by the ears.

M. HARDOUIN.

The Tonkin and Saigon papers have been making somewhat contradictory announcements as to M. Charles Hardouin's movements. He was said to have been appointed to an important Consulate, and to have left for the Far East on the 10th October. The next statement was that it had been his intention to leave France about the end of October, to resume his important duties as M. Beau's *chef de cabinet*; but that M. Beau had begged him to wait till March, when the Governor will be going to France to leave. M. Hardouin's health will be all the better for a further period in Europe. These statements are from Tonkin papers, and the latter was confirmed in Saigon, the *Opinion* stating that M. Hardouin would return as the *chef de cabinet* of the Governor-General, but that it was necessary to wait for certain changes that would take place when another official went on leave. Later, the *Opinion* (25th ult.) says: "According to a letter received from France, M. Hardouin will be back among us about the end of April 1905. But it is asserted that he will not return as *chef de cabinet*."

TURF TOPICS.

A cold morning ushered in the usual pouring day, and sportsmen felt very glad of the early morning cup of steaming hot coffee, etc., which awaited them in the coffee room attached to the Grand Stand. The Clerk of the Course was good enough to open the grass course which, though a bit soggy in places, was in no wise dangerous to man or beast.

Johnstone and Gresson, former on Cruickshank's pony, and the latter on his pony, opened the ball; they put in a steady three quarters of a mile in 1.50, last quarter 35, finishing together. Intending backers should be very careful to watch the weights, as at this period of the training, and in fact at no time can ponies who are in the same class concede one another 14lbs. without feeling the worse for the concession. Johnstone's white, owner up, then went three quarters of a mile which took 1.56, last quarter 36. The first quarter in this instance was very slow. H.E. The Governor's Blue Dun was then sent three quarters, which he put behind him in 1.56, last quarter 34. Apcar's big dun, Gegg up, and Mumford's little chestnut, "boy" up, were then sent a nice, slow working gallop. They did the mile in 2.45, finishing together, the last quarter being 35. Mody's crack and Dorabjee's white with Alderton, and the "boy" up, respectively, then showed the spectators of what stuff they were made. They rattled off their three quarters in 1.45, last quarter 35. This must be considered quite a good gallop. Goetz's spotted, "boy" up, did his three quarters in 1.56, last quarter 38. This pony, I am afraid, will never meet the judge's eye, at least not in the van on race days. He has not a single racing point to commend himself to one's notice. Kadoorie's sub. also went a mile, but the pace was funeral, viz. 2.49, last quarter 38. I am afraid on race days he will be one of the "also rans." A good many of the other subs. were also galloped or rather cantered, but the times are not worth recording.

The programme has already been issued and the races are to take place on 21st, 22nd and 23rd February. There are one or two alterations in the items, the most notable of which is that the Derby is to be run on the second day and the Garrison Cup on the first day. It would be as well to remind readers that the nominations for the Derby close on the 24th inst., and the entries on the 7th January.

LARRY LYNX.

FUTURE OF CHINA.

THE MISSIONARY QUESTION.

Sir Robert K. Douglas, lecturing at the London Institution, Finsbury Circus, on "The Present Condition and the Probable Future of China," sketched the attempts which had been made to prevent foreigners from breaking down the barriers which had been erected between them and China. It was as gall and wormwood, he said, to the Chinese that the "hated barbarians" should claim equality with them. They had been completely refused, but it had left its effect. He would be one of the last to decry missionary effort in China. A noble work had been done there, but there had been an absence of wise tolerance, and the result had been outrage, violence, and murder. The Chinese considered it to be very hard that the authorities should be held responsible for the action of foreigners in forcing themselves into the country. Rightly or wrongly, Christianity was associated in their minds with political movements, and possibly the missionaries had not been sufficiently careful in their utterances. It was believed in China that there would be no rest in that country so long as the foreign missionaries were allowed to preach and proselytise there. After referring to the various disputes between China and European Powers, the treaties which had been made, the encroachments of Russia, and the manner in which the Japanese had been robbed by the Russians of Port Arthur and other fruits of her victories over China, the lecturer dealt with the Boxer risings, and drew some forcible conclusions therefrom. It could not be denied, he said, that the Boxers were actuated by patriotic motives. They saw slices of Chinese territory being absorbed by European Powers, and they determined to strike one blow in defence of their country. That they over-estimated their chances of success was sufficiently obvious. For the time being they had received their quietus, but the original position of affairs remained the same. The foreigners far from being discouraged from acquiring territories were busily engaged in consolidating them, and were vastly extending their mining and railway enterprises all over the Empire. To the men who rose in arms in 1898 and 1900 the existing state of things was as repugnant now as it was then, and they were but biding their time until a turn of the wheel of fortune might put the opportunity and the necessary force into their hands. So long as the Dowager Empress remained supreme this attitude would be secretly encouraged in every possible way. She would receive the Legation ladies and kiss them and make them presents, but her heart would be far from them, and she was no more to be trusted than she was in 1900. All hope of her was in vain, and the only prospect of peace and progress in the future was in the restoration of the Emperor to sovereignty and in the introduction of well-considered reforms. He had already tried his wings, and he knew, or ought to know, the causes of his failure. Let them hope that the time came that the Dowager Empress would cease from troubling he would show a wiser discretion in his choice of advisers and a more matured moderation in his choice of advocacy of reforms. (Cheers.)

SOME interesting information on Fiam's gold standard will be obtained from a perusal of the report, by the Financial Adviser to the Siamese Government, printed on the third page.

TELEGRAMS.

THE WAR.

BOMBARDING TIGER'S TAIL.

MORE SHIPS DESTROYED.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—

The Commander of the Naval Artillery reports that the bombardment, on the thirteenth, was principally directed on the arsenal and the torpedo-depot at Tiger's Tail, and the ships and boats in that vicinity.

The torpedo-depot was ablaze for one hour.

Three ships were destroyed and one sunk, besides the buildings being greatly damaged.

The indirect bombardment of the *Sevastopol*, staying outside the harbour, was suspended owing to the bad weather which prevented its observation.

JAPANESE NAVAL ATTACK.

TORPEDO BOAT DISABLED.

Admiral Togo reports that the torpedo-boat flotillas twice attacked the *Sevastopol* on the night of the twelfth and thirteenth on the night of the thirteenth; the result was uncertain.

Each time they met the enemy's fierce fire. One torpedo-boat was disabled and towed back, while three received one shot each.

Our total casualties were only three men wounded.

HONGKONG CORINTHIAN YACHT CLUB.

A meeting of the promoters of the one-design sailing club was held last evening at No 10, Wyndham Street, when it was decided that the club should be known as the Hongkong Corinthian Yacht Club.

Mr. E. M. Hazeland presided, and the office-bearers were elected as follows: Dr. F. W. Clark, Commodore, Mr. E. M. Hazeland, Vice-Commodore, Mr. J. Reidie, honorary secretary and treasurer; Mr. W. A. Crake, official measurer; and Messrs. F. Howell, M. McIver, J. Hands, and W. H. Donald, committee.

Some discussion arose as to the sail area, and it was decided for the present to keep the area to two hundred and fifty square feet. The question of keels was left to the consideration of the committee.

The following boats for their owners were named as follows: *Gael* (Mr. McIver), *Nina* (Mr. E. M. Hazeland), *Ashtore* (Mr. J. Hands), *Varalak* (Mr. W. H. Donald), *Cam* (Mr. F. Howell) and *Hibernia* (Mr. E. F. Gibson).

We understand that other boats are either building or contemplated, and that the new club will prove itself into an organisation in the near future.

DEATH OF INSPECTOR WILLIAMSON.

It is with regret that to have to record the death of James Williamson, Inspector of Police, who passed away at the Government Civil Hospital early this morning, as a result of a paralytic attack with which he was seized some two weeks ago. The deceased, who was 45 years of age, was born in the Shetland Islands, and at an early age joined the Glasgow Police Force, to which city he had migrated with his family in 1886. In 1888 he joined the Hongkong Police Force on appointment from home and in 1901 was promoted to the position of inspector, and placed in charge of the Police Station at Aberdeen, where he had remained ever since. The deceased was a very energetic officer and was popular with all alike, inside and outside of the Police Force. He leaves a widow and a step-daughter aged 17 years, with whom much sympathy is felt in their bereavement.

The funeral will take place at the Cemetery, Happy Valley, at half-past four o'clock to-morrow afternoon.

THE S. S. "CHOW PHYA"

The steamer *Chow Phya*, rumours as to whose loss on the east coast of the Peninsula were current yesterday and were referred to in yesterday's (5th inst.) *Strait Times*, is safe. The telegram received by the agent at Singapore reads as follows:—

"*Chow Phya* stranded on sand bank at Teloban, undamaged."

The ship was coming from Teloban to Singapore with a general cargo.

CANTON LEPER RELIEF FUND.

We have to acknowledge the receipt of the following contribution to the above fund:—
Second Presbyterian Church, Chinese Canton. \$14.40

SHIPPING AND MAILS.

MAILS DUE.

English (*Malta*) 17th inst.
Canadian (*Athenian*) 17th inst.
American (*Manchuria*) 18th inst.
Canadian (*Empress of China*) 20th inst.
German (*Prinz Eitel Friedrich*) 20th inst.
German (*Roon*) 21st inst.
Indian (*Lalbagh*) 26th inst.
Australian (*Taiyuan*) 28th inst.

The s.s. *Satsuma* arrived at Mahla to-day. The Hocknell Line s.s. *Manila* left Shanghai on 14th inst. for this port, and is due here on 17th inst.
The C. P. R. Co's s.s. *Empress of China* arrived at Kobe at 8.30 a.m. on 14th inst., and left again at 11 a.m., same day, via Nagasaki for Shanghai where she is due to arrive at 6 p.m. on 17th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE PORT ARTHUR FLEET.

"SEVASTOPOL'S" LAST EFFORT

TO ESCAPE DESTRUCTION.

(From Our Own Correspondent.)

WEIHAIWEI, 15th December, 4.10 p.m.

Heavy firing was heard here at ten o'clock last night. It is surmised that the Russian battleship *Sevastopol*, while attempting to escape from Port Arthur, was either captured or sunk.

Opium for China.

(From Our Own Correspondent.)

BOMBAY, 14th December.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 1,050 chests of Malwa opium. Prices are as follows:—

Malwa (New) ... Rs. 1,620
" (Old) ... " 1,750
" (Oldest) ... " 1,860

(Reuters.)

The Scotch Churches Dispute.

LONDON, 13th December.

A Royal Commission in connection with the Scotch churches dispute has been appointed; the Commission consists of Earl Elgin, Lord Kinnear, and Sir Ralph Austriker.

Unrest in St. Petersburg.

In St. Petersburg yesterday, a crowd of students reassembled with the intention of renewing the recent disturbances, but they dispersed on the approach of the Police.

LATER.

The Russian Baltic Fleet.

Admiral Rozhdestvensky, with twenty-one ships of the Baltic fleet, has arrived at Mosamedes, a seaport of Angola, Portuguese West Africa.

The destruction of the Port Arthur Russian fleet, hitherto unknown except by a small circle, has created consternation in Russia, and Admiral Rozhdestvensky's mission is now regarded as foredoomed to disaster.

Trouble in France.

In view of the recent disturbances, a new procedure against obstruction, the Deputies of the Opposition entered the House before the hour of meeting, smashed the Dias-table and the Ministerial chairs to atoms, and drove out the custodians with the legs of the tables, wounding four. In consequence of this it was impossible to hold the sitting.

CHAMBER MUSIC AT THE CITY HALL.

It is a fact sincerely to be regretted that there was not a larger audience in St. Andrew's Hall, last evening, on the occasion of the very high class concert of chamber music given by Miss Henriette Murkens and Miss Edith Merrylees, who have achieved more than ordinary renown as an expert solo violinist, and an equally competent pianist, respectively, in the highest musical circles, both at home and at the principal European centres in the Far East. Both ladies are adepts in the respective branches of musical art, which they have made their special forte. Miss Murkens has an especially brilliant record as a solo violinist, and last night was in her happiest mood. Her rendering of the "Faust Fantaisie," arranged by Senor Sarasate, the premier living violinist, on Gounod's matchless masterpiece, was positively entrancing, and in response to an enthusiastic recall, gave "Hearns' Serenade" with much taste and feeling. Miss Murkens opened the second part with a couple of dainty selections, the second, of her own composition, giving her ample scope to show her complete mastery of her instrument. In reply to the plaudits of her auditors she gave Bizet's "Salut d'Amour" with exquisite taste and skill. As a finale selection she gave "Nichez" "Dance Trizone," with its wonderful cadences, afterwards giving one of Bizet's smaller violin pieces with much charm and feeling. Miss Merrylees, as a piano soloist, was hardly less successful and proved herself a gifted artist. Her selections were all of the difficult school of execution, but she was thoroughly at home, and never betrayed the slightest uneasiness. Her rendition of Chopin's Prelude to Opus 28 (Impromptu) served to introduce her to an already well-pleased audience, and it was not surprising that she was recalled, and literally compelled to take her seat at the piano once more. She then gave Goodwin's "Toccata" with lively and sustained interest. In the second part she was heard to great advantage in Grieg's "Carneval," which she graciously supplemented by a unique rendering of the same composer's, "Quilou," concluding with a delightful "melange," "An Irish Rhapsody" in which some of Ireland's most famous songs and dances formed a delicious basis for display of the highest form of piano playing.

The gifted artists were assisted by two of our leading vocalists, Mr. G. P. Lammett and Mrs. Webb, whose respective successes in the recent productions of "Dorothy" call for no comment here. Mrs. Webb was in excellent voice and sang "Down there the Lilac fades" and "Still wie die Nacht," in a quiet and effective style, which greatly charmed her hearers. Mr. Lammett, hearty and robust as ever, was in his best form. For his really fine singing of "Lovely Spring" he was most heartily encouraged, and sang "I'll sing Three Songs of Araby," with much taste and feeling. H. E. the Governor (Sir Matthew Nathan, R. Z. K. M. G.), and suite were present from start to finish.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, K. C. M. G., R. Z. K. M. G., Major General Villiers Hutton, C. M. G., (Colonial Secretary), Hon. Mr. F. H. May, C. M. G., (Colonial Secretary), Hon. Mr. L. A. Johnston (Colonial Treasurer), Hon. Mr. L. A. Barnes-Lawrence, R. N. (Harbour Master), Hon. Mr. P. N. H. Jones, (Director of Public Works), Hon. Mr. A. W. Brewin, (Registrar-General), Hon. Sir C. P. Chater, C. M. G., Hon. Dr. Ho Kai, C. M. G., Hon. Mr. Gershom Stewart, Hon. Mr. W. J. Gieson, Hon. Mr. Wei Yuk, and Mr. S. B. C. Ross (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary brought forward financial minutes Nos. 54 to 56, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was carried.

The Colonial Secretary moved, and the Colonial Treasurer seconded, the adoption of the report of the Finance Committee, No. 13: CHEAP SPIRITS IN HONGKONG.

In the course of a report by Professor Thorpe, F. R. S., on his examination of samples of cheap spirits purchased in Hongkong, and which was laid on the table by the Colonial Secretary, it was stated that, from a consideration of the results of analyses, they are of opinion that samples A and B consist of "patent still" or "silent" spirit with an admixture of genuine "pot still" whisky for the purpose of imparting the genuine whisky flavour to the mixture. These samples are very similar to what is usually sold in "public houses" in this country as whisky.

The whisky would not, of course, be considered of good quality from a commercial point of view, but the total percentages of "fusel oil impurities," and more especially the proportions of furfural and aldehydes present in these samples are considerably less than are generally found in genuine Scotch and Irish "pot still" whiskies of high commercial quality. Samples C, D, and E are wholly, or almost wholly, composed of "patent" or "silent" spirit diluted, coloured and flavoured to imitate brandy and whisky.

The "silent" spirit used in concocting these mixtures was highly rectified; and, as will be seen from the results of the analyses, the "fusel oil impurities" in the "whisky" and "brandy" as sold are very low.

Two of the samples, C and E, are coloured with caramel only, the colouring matter in the other three samples containing also traces of an aniline dye, but both colouring and flavouring matters are used in very minute quantities, and there is no evidence of the presence of any substance not usually found in spirituous drinks of this kind.

These "brandies" and "whiskies" cannot, therefore, be considered as in any way of a specially deleterious character; and, apart from the quantities consumed, have been made some as spirits of the same quality sold in this country by publicans and other licensed traders.

The Hon. Colonial Secretary, in laying the report on the table said, the origin of the report was that at the end of the year 1893, a commission was appointed here to inquire into the quantity of the alcoholic liquors sold here, their soundness and otherwise. The report, among other things, showed that the cheaper kind of spirits contained less deleterious substances and less fusel oil than some of the higher priced brands. Drunkenness was generally due to the quantity, and not to the quality of the liquor consumed. In consequence of many questions that had arisen on the subject, five samples of the cheapest qualities of liquor sold by public houses frequented by soldiers and sailors, and men of that class in the Colony were obtained and sent home with the request that they might be analysed by the highest analysts in the United Kingdom. The report was one of the results of that analysis and confirmed the report of the Government analyst.

THE LIGHTING OF THE HARBOUR FAIRWAY.

The Hon. Mr. Shewan had, by deputy, given notice, at the last meeting, of the following questions:—

1. With regard to buoys and lights will the Government take into consideration the advisability of having the present fairway marked at night by automatic light buoys?

2. Are the present two small white lights in the Gapsumun Pass adequate?

3. If not, what steps have the Government taken to replace them by better?

The Hon. the Harbour Master replied to each question as follows:—1. Yes. 2. No. 3. A red light similar to that displayed by the Chinese Imperial Maritime Customs at Amhurst Point has been ordered for Ma Wan Island.

FINANCE.

A meeting of the Finance Committee was then held to consider the following recommendations, which were ultimately passed.

TREE PLANTING.

The Governor recommends the Council to vote a sum of \$500 in aid of the vote, Botanical and Afforestation Department, other charges, for tree planting.

COALS.

The Governor recommends the Council to vote a sum of \$10,000, in aid of the vote miscellaneous services, for coals for offices.

FIRE BRIGADE.

The Governor recommends the Council to vote a further sum of \$500 in aid of the vote, Fire Brigade, other charges, for repairs to engines, hose etc., and gratuities.

H. E. the Governor returned to the chair, and the proceedings of the Committee were confirmed in open Council.

The Council adjourned sine die.

NEW MILITARY HOSPITAL.

ON BOWEN ROAD.

DESCRIPTION OF THE BUILDING.

Situated on one of the most prominent sites in Hongkong, amid a wealth of sub-tropical vegetation, and commanding a beautiful view of the harbour and surrounding district, the new Military Hospital in Bowen Road should form one of the chief features in Hongkong. For some twenty months work has been progressing on the latest addition to the War Department's buildings and already an excellent idea of the extent and character of the building is obtainable. It will be full twelve months yet before the military people can enter into occupation of the structure; but when the range and size of the hospital are taken into consideration, it will be recognised that, so far as the buildings here are concerned—which really means the Royal Engineers—there has been no unnecessary delay. Indeed, the hospital might now have been to all intents completed, had it not been for the War Office at home, but as "somebody" has said that is another story.

To the Hongkong resident it is perhaps scarcely necessary to state the reason for building this new hospital, but to others it may briefly be told that when the Admiralty determined upon the construction of docks in Hongkong they also decided that it was essential to acquire the buildings in Hongkong adjacent to the docks—including the present military hospital. As a matter of fact the building which now does duty as a hospital is an antiquated structure, and it embodies few—one had almost said none—of the modern ideas on hospital construction; so that within a few years at the latest the military authorities would have been obliged to consider the question of extending the existing hospital and bringing it up-to-date. Fortunately, that question has been shelved by the needs of the Admiralty. The site of the new hospital was purchased from the Colonial Authorities by the War Department, and it is admitted that whoever was responsible for the location of the hospital showed admirable judgment. It was a hill when the War Authorities took it over, but it has been converted into a plain, with sloping walks which lead to the city below. Without going further into the matter, it may be said that the hill disappeared, the ground levelled, and after six or eight years during which the ground was allowed to settle and become firm, the work of laying the foundations was commenced. That was a little over a year and a half ago, and already the outer building is practically completed.

It cannot be said that the new hospital is an ornate structure. As one of the Royal Engineers remarked—"We do not go in for ornamentation; we believe in solid, useful work." Nevertheless, the building has a dignity of appearance quite befitting its purpose. It is constructed with two wings, the north and the south, the central or administrative block occupying the centre. The plans, it should be stated, were prepared by the Royal Engineer Department of the War Office, and although several minor alterations have been made since the original scheme was sent out. The design is substantially the same as that at first adopted. The hospital will have 180 beds, all necessary accommodation for nurses and sisters, full provision for the medical officers, and it is an example of the latest opinions regarding the construction of hospitals. Perhaps it may be as well at this stage to say that the extreme length of the building is 500 feet—the north wing being over 200 feet long, the south wing 200 feet, and the central portion 100 feet. It rises to a height of 60 feet.

Taking the central block to begin with, it will be devoted entirely to administrative purposes; on the ground floor there is the principal medical officer's room, his clerk's room, besides waiting and consulting rooms and the dispensary. The quarter-master's office will also be on the ground floor, and certain rooms will be set apart for general stores—linen, bedding, etc. The next floor will be occupied with the board room, the medical library and a number of special rooms, including the chamber where anaesthetics are to be administered, the Röntgen rays room (with an annex for developing the negatives after the photograph has been taken) and a number of rooms for the doctors on duty, operating purposes, etc. Those who are convalescent will also be accommodated on the same storey, rooms being set apart where they may dine and spend the day. Immediately above is the kitchen, and here is seen one of the new departures. The Americans were the first to publicly proclaim the fact that the kitchen instead of being in the basement, whence the odorous fumes of par-boiled meat should take away any appetite a man might have, should be in the top floor. Accordingly, the cooks have been moved up, and every provision for the culinary art, to use a somewhat hackneyed expression, has been made. Two lifts will be installed for the convenience of the chef's department and there are all the usual adjuncts to the kitchen, in the way of sculleries, side-rooms, cooking apparatus and so forth. But the main fact to be borne in mind is that in the central block the entire affairs of the hospital will be conducted, that it is, indeed, the administrative section of the hospital, where visitors will be received and where all preliminary, besides final, matters will be settled.

IN THE NORTH WING.

The north and south wings are more generally connected with the allaying of pain. In the ground floor of the north wing provision has been made for 24 bed wards—not including the special rooms set apart for the ladies, etc. On the first floor there are wards for opthalmic patients and for those who have temporarily lost their reason. There is also, he main ward, for 24 beds, and the usual sculleries. The top floor is occupied by a 24-bed ward, a dark room where patients afflicted with certain eye troubles will be treated, and the orderly rooms which with the sculleries are common to each storey. A lift will afford easy access to each ward, so that patients may not be subjected to the painful jolting of being carried from one place to another.

IN THE SOUTH WING.

In many respects the south wing differs from the north, although outwardly the building is similar in design. The ground floor, for instance, has two wards, one capable of containing 14 beds and the other having provision for 12 beds. There are two "special case" wards, besides the orderly rooms, lavatories and other requisites. Each of the three floors is on the same principle, so that it is unnecessary to enter into details. Of course, there are retiring rooms for the nurses and sisters, lifts for the patients and their visitors, lavatories, baths, sculleries and all the essentials of a hospital.

A MODERN-PRINCIPLE HOSPITAL.

So many new, or rather modern, principles in the construction of a hospital will be embodied in the new structure that it is difficult to know exactly where to begin with the story of what will be adopted. For example, the floors are laid with concrete which is covered with boards. The ground floor rests upon an arched foundation, which again is concreted, so that decaying substances may not remain to pollute the air. The top storey has iron tresses on the roof—specially brought from England, and as a matter of fact the building is practically fire-proof. More air space has been allotted to each individual patient than is usually given even in the most modern hospitals, and each bed is beside a window and a door, due precaution being taken against draughts. What are known as Hopper fanlights, which admit the air towards the roof instead of directly upon the beds, will be placed in the doors and windows, and there are inlet and outlet ventilators to each bed. There will also be a warm-air inlet for use during the winter months.

THE OPERATING THEATRE.

The operating room is a very large apartment with ample roof lights. All the walls are to be treated with Parian cement, which is considered to be of an especially sanitary character. Ordinary lime absorbs all manner of germs, according to the doctors; but Parian cement is invulnerable to the microbe.

WATER SUPPLY AND DRAINAGE.

With regard to the water supply and drainage system, which are probably the most important outside questions affecting a properly constituted hospital, it appears that no fault can be found in that direction. The Public Works Department has constructed a reservoir, which itself is supplied from Tai Tam, for the hospital, and several million gallons—the exact capacity of the reservoir is not to hand for the moment—will always be available. At all events, a water famine will have no terrors for the hospital authorities. As for the drainage system, that is as might be expected on the latest sanitary principles. It will be connected with the main system of Hongkong. Being on an eminence the hospital drainage does not present the same difficulty as it would if the building were on the flat but, notwithstanding, every care has been taken to see that nothing of a deleterious nature shall rest in the soil. It is almost needless to add that electric light will be installed throughout the hospital, the illumination being supplied by the Hongkong Electric Company. It might have been thought that an extensive building like the new hospital would have provided its own light, but apparently the authorities at Whitehall thought differently and their word is law.

OTHER BUILDINGS.

It might be thought that this finished account of the hospital, and to a certain extent it does; but there are other buildings which have to be erected not exactly along with the hospital but certainly in connection with it. There is a mortuary, which will be built rather beyond the hospital itself; a disinfecting establishment with all the latest apparatus; a room for soiled linen; a residence for the nurses and sisters, and a building for the Royal Army Medical Corps non-commissioned officers and men, besides other buildings for the staff generally. The mortuary will comprise a chamber for the bodies, a post-mortem room, and a viewing apartment. Between the last-named place and the mortuary proper there will be a glazed screen, so that in cases where infection might be possible all danger shall be obviated.

Mention has been made of the kitchen arrangements, but it should be added that all cooking will be done by steam. What is known as a steam heating and cooking apparatus will be erected, specially brought from England. There are also to be sterilising machines, not only for the instruments in use but also for the clothing of subjects. The hospital will be heated in the cold weather by steam.

ROYAL ENGINEERS' WORK.

Telephones will radiate from the administrative block to every ward, almost to every room in the place and they will be in connection with the main system in Hongkong. Lightning conductors also will be placed in position. Here it might be mentioned, although a glance at the building would probably convey the idea, that at the end of each wing there are what are termed stair towers. In other words, should the lifts fail to act, the various departments may be reached by the old-fashioned staircase. Practically the tale of the new hospital is ended. It has been, and will be for some months yet, a matter for the Royal Engineers in Hongkong to handle. The Colonel Commanding the Royal Engineers in the Colony is, of course, the chief of the works, assisted by a Major. Since the works began the Royal Engineers have had to meet all the demands made upon their skill and intelligence. That they have done so is evident from the state of the structure. A quarter master sergeant—Q. M. S. Bacon, who has been here since March last—has practically lived on the spot in a makeshift. Sappers, who are skilled in joinery, bricklaying, and kindred occupations, have superintended the operations of the Chinese workmen, and altogether the Royal Engineers have proved themselves to be "sound goods." Last spring, Sir Fredrick Treves was in Hongkong and he took occasion then to give his

obiter dictum on the building. He said it was admirably planned, and so far as he could then see was likely to be admirably constructed. The site, he remarked, was excellent, and it is reported *sub rosa* of course that he thought a patient would have a remarkably good time and would be loath to leave the place, but that was a little joke. It has to be said, however, that the Engineers have improved the place, and intend still further to enhance its naturally beautiful appearance, by tuffing the slopes with grass and planting shrubs around. The hospital is below the mists of the morning and even during typhoon times it is free from the clinging wet of the mountains.

THE COST.

It is only necessary to add that the cost of the building, exclusive of the site, is put at \$500,000 roughly, and that the contract is in the hands of Chan Wong and Chan Loong.

THE ALLEGED MURDER

IN THE HARBOUR.

ACCUSED COMMITTED FOR TRIAL.

At the Magistracy this morning, before Mr. H. H. J. Gompertz, Charles Smith, Erik Hogman, and William Nason were again brought up on remand, charged with the murder of a Chinese woman and a Chinese girl, and the attempted murder of a Chinese boy.

The Chinese coxswain of Police pinnace No. 5, said he was out with P.C. 88 when the body of a Chinese woman was picked up. That was about two weeks ago, and was on this side of Kellett's Island. They took it to the wharf, and some Sanitary Board coolies came and put it into a dead box. The coolies then carried it to the Police station.

His Worship then said that, on the evidence, it was his duty to commit the accused to take their trial at the next ensuing Criminal Sessions.

The usual caution was read over to them and the first accused, Charles Smith, said he wished to make a statement. He said, "I arrived in Hongkong about two months ago from Manila in the *Zafra*. I was here about two weeks when I met William Nason. He and I stayed together from that time till the 27th ulto. I made a suggestion then to him that we should get a sampan that had Chinese aboard, tie up the Chinese, set them off on some island, and sail south. The suggestion was met with immediate approval. We walked down the street to get a third man, Hogman. He was willing to go and we met him at the Sailors' Home that evening. We had some difficulty in getting a boat. After getting one finally, we started across to the American ship. When we arrived half way to the mainland on the other side, Nason started for the boy ahead. Hogman started for the woman, I myself went for the children. I had some difficulty in keeping them quiet. I took the first one and put her down in the hold; the 13-year old one. I started back for the other one, the small one, she took fright and jumped overboard. I tried to grab her, but it was too late. The sampan was about to run into a large ship, and I grabbed the tiller and headed her inland. That is all I wish to say."

Erik Hogman, second accused, said he wished to make a statement, and through the sworn interpreter, Mr. Robert Lingblom, said: "I tried to leave the woman over-board, but she jumped or fell over-board herself. That is all I have to say." Hogman then said he wished to hear the statements made by the other prisoners, as they had not been interpreted to him. His Worship said Hogman was quite entitled to have them read over to him. Hogman said then he only wished to hear the statement of the third accused, Nason. His Worship then read the statement in question as already recorded, and it was translated to the second accused.

William Nason was cautioned in the usual manner, and then said: "After the boy I had been fighting with jumped over-board, I put out the light before going aft. I then went aft and then saw Smith chasing the small kid. It had got up on the stern, right back as far as it could get. Smith had just made a grab for her, when she jumped over-board. Then I saw Hogman holding the old woman, Smith taking the tiller. I put my handkerchief in the old woman's mouth then, and went and sat in the well of the boat. The woman had begun to fight and pushed Hogman away from her and jumped overboard. She did not push me because I was in the well. That is all I have to say."

The prisoners stated that they did not wish to call any witnesses.

His Worship then formally committed them to take their trial at the next Criminal Sessions.

THE NEW TERRITORY LAND APPEAL.

At the Supreme Court this morning, the New Territory land appeal case was resumed. Mr. Slade, outlining his argument, said the onus of proof that they had a right to avoid the title was upon the Crown. The onus of proof was upon the respondents to prove any grounds that they might allege for avoiding the title. On the face of the document there was no provision made for re-entry. The appellants remained in possession up to and after the cessation. To establish the right of the Chinese Government to re-enter, the respondents must prove one or more positive obligations upon the land-holders, and the right to re-enter on breach of such obligation. It was not only necessary to prove merely the obligations, unless it was also proved that the right of re-entry was a breach of such obligations was re-entry. There were no obligations stated on the face of the document, and if assuming there were obligations, and there was a breach, it did not give a right of re-entry.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—On the 15th at 11.50 a.m. The barometer has risen generally, but a slight fall is indicated in Shanghai and to the northward of it. Gradients are moderating: upon the east coasts of China, and moderate to fresh NE monsoon will prevail in the Formosa Channel and in the northern part of the China Sea. Forecast:—Fresh E. to NE winds, cloudy, fair.

COMMERCIAL.

SHARE LIST.

Following are some further alterations in Messrs. Benjamin, Kelly & Potts' share quotations:—
Indo-China ... \$120 1/2
China Sugars ... \$23 1/2
Oriental Cons. Mining Co. ... \$17 1/2
Famham ... \$15 1/2
Hongkong Hotels ... \$15
Langkai ... \$15 1/2
Powers ... \$11 1/2

THE HONGKONG HIGH-LEVEL TRAMWAYS CO.

We have received too late for publication this evening a report of this Company for the year ended 30th ultimo. We learn from that document that the net profits amount \$46,339.91, which, with the balance brought forward from last account (\$4,283.8), makes \$50,623.49. After deducting remuneration to general managers, the divisible profits are \$45,834.42. It is proposed to pay a dividend of \$15 per share; \$4,337.14 to be written off salaries and sundries; \$20,000 to be transferred to reserve fund, and the balance, \$2,796.28 to be carried forward.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell:—

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 17th December, 1904, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—TEAKWOOD SIDEBOARD with BEVELLED GLASS, OVERMANTELS, DRESSING TABLE, WARDROBES, MARBLE TOP WASHSTANDS, DINNER WAGON, CHEST OF DRAWERS, AMERICAN ROLLER-TOP DESK, E.P. WARE, SILVER TEA SET, GLASS AND CROCKERY WARE, FISH KNIVES, TABLE CLOTHS, COOKING STOVE, &c., &c.

ALSO BLACKWOOD CABINETS, FLOWER STANDS, EASELS, PHOTO FRAMES, TABLES, BRACKETS, &c., &c. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 15th December, 1904. [1343]

THE DAIRY FARM COMPANY, LTD.

(OUR OWN PICKLING) CORNED BEEF (Australian)... 35 Cts. per lb. Corned Pork (Dairy Farm Fed) 30 " "

TRY THESE ALSO:

Best Australian Table Butter ... 70 Cts. per lb. Frozen Phosphates ... \$1.50 per cask. Best English Ham (cured) ... 70 " " Best Australian Ham (cured) ... 67 " " Best Australian Ham & Bacon (whole Ham) ... 65 " " Apples ... 30 " " Australian Potatoes (100 lbs. to a case) ... 30 coperscase. Frits Sausages ... 60 Cts. per lb. Cut from the Hind Quarters of Prime Australian Frozen Beef:—Sirloin Roast ... 30 " " Rump Steak ... 30 " " Porterhouse Steak ... 30 " " Top Round Steak ... 30 " " Suet ... 10 " " Soup Bone ... 10 " " Soup Meat ... 12 " " Hongkong, 15th December, 1904. [1193]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to

H. M. THE KING and H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Bottlers.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	17th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	19th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.
GLASGOW and LIVERPOOL	"PRIAM"	4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "HYSON" left Singapore at daylight on the 11th inst., and may be expected to arrive here at daylight on the 17th.

S.S. "SOBRALENSE" left Singapore on the 14th inst., at noon, and is expected here about the 19th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
"GENOA, MILES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January.
"GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MOJI and KOBE	"CHANGHONG"	16th December.
SHANGHAI	"WHANGPO"	16th "
CEBU and ILOILO	"BUNGKANG"	16th "
MANILA	"TAMING"	20th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON, FAIR, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 17th Dec., at 10 A.M.
ZAFIRO	2540	R. Rodget	"	SATURDAY, 24th Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th December, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL
PROPOSED SAILINGS.

Steamship	About
"CLAUDEDALE"	30th December, 1904.
"RAB ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4370	Wagner	January 9th, 1905.
"NUMANTIA"	4370	Brehmer	January 23th, "
"ARABIA"	4,483	Bahle	February 20th, "
"ARAGONIA"	5,198	Schmidt	March 12th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DEW VUEX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible dispatch. Prices Moderate. Telephone No. 529. Hongkong, 1st October, 1904.

NOTICE.

BOO CHONG, of No. 20, Pottinger Street, has always on hand FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY of every variety. Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1905.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents. Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,139	J. P. MARTIN
"KWONG TUNG" 1,235	H. W. WATKIN

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First-Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West. Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single Journey.

2nd " 1.50 "

Meals 1.00 each. "

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD., No. 216, Wing Lok Street. WENDT & Co., Canton Agents. Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Butterfield & Swire wharf at Macao.

FARE: 1st Class Single Ticket \$2.00, with Cabin \$3.00. Return " \$3.00. " \$5.00.

Tiffin and Dinner may be had on Board.

YUK ON & Co., LD., S. A. NORONHA, Macao Agent. Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN AND DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

"MING ON & Co., 2nd Floor, No. 16, Victoria Street. Hongkong, 15th November, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 16th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, 15th December, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA" 28th December.

"GHARZEE" 25th Jan., 1905.

"SATSUMA" 5th Feb., "

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents. Hongkong, 9th December, 1904.

Consignees.

S.S. "DUMBEA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon; whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 21st December at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st December, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 21st December, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU, Acting Agent. Hongkong, 14th December, 1904.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 19th instant will be subject to rent.

All Claims must be sent in to me on or before the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent. Hongkong, 13th December, 1904.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"AMBRIA."

Captain Porzelius, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 13th December, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 15th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 13th December, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., *ex S.S. Egypt*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 10th December, 1904.

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "TEXAN" FROM SEATTLE, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents. Hongkong, 12th December, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 10th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents. Hongkong, 9th December, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India, and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper, and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages for each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBER DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LTD., 1, Ice House Road, HONGKONG.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA"

Captain F. N. Tildard, carrying His
Majesty's Mails, will be despatched from
BOMBAY, on SATURDAY, the 17th
December, at noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Moldavia*, 9,500 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France,
and Teas for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 29th January, 1905.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 3rd December, 1904.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAYRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain R. Schmitt, will be despatched for
MARSEILLES on TUESDAY, the 27th
DECEMBER, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *DUMBEA* 10th January, 1905.

S.S. *AUSTRALIEN* 24th January, 1905.

S.S. *POLYNESIEN* 7th February, 1905.

L. BRIDOU,

Acting Agent.

Hongkong, 15th December, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Pleiades 3,753 F.G. Purington Ab. Dec. 23

Tremont 9,666 T.W. Garlick Jan. 10

Lyra 4,417 G.V. Williams Feb. 9

Pleiades 3,753 F.G. Purington Mar. 4

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont 9,666 T.W. Garlick Ab. Dec. 28

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 15th December, 1904.

NOTICE OF REMOVAL.

A FOOK & CO.,

SHIP AND HOUSE COMMODORES,
have this day

MOVED

TO

No. 12, ROTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904.

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 9½
inches diameter by 8 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, one cylinder 12½ inches diameter
by 18 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 9½ inches diameter
by 12 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 11½ inches
diameter by 36 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 16 inches
diameter by 30 inch stroke.

The above can be inspected, and all particu-
lars obtained, upon application to the
Manager, Kowloon Docks.

W. B. DIXON,

Chief Manager.

Hongkong, 10th December, 1904.

FOR SALE.

INCANDESCENT
GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

GODOWN No. 3, New Praya, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904.

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8

and 10 to 15, GAP ROAD, facing Race

Course, within reach of the Electric Cars,

thoroughly cleansed and colour-washed, in flats

or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904.

TO LET.

WILD DELL BUILDINGS, No. 147,

WANCHAI ROAD, Comfortable and

Airy Flats of 2 or 3 Rooms, from \$25 inclusive

of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904.

TO LET.

ONE ROOM on the First Floor of

ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904.

TO LET.

FURNISHED ROOM and BATH-ROOM

in Caine Road.

Apply to—

ROOM,

C/o This Paper.

Hongkong, 21st November, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KRAK & FORBES. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ 1,000,000 } { 7,000,000 } { \$30,000 }	\$1,492,554	{ Div. of £1.10; @ exchange 1/9 15/16 } { \$16.41 for first half-year 1904 }	{ \$715 ex. & b. } { London 2704 }
National Bank of China, Limited	99,925	£7	£7	{ \$175,533 } { \$191,973 }	\$21,668	\$2 (London 3/6) for 1903	\$30 sellers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 } { \$1,739 }	\$150,494	\$17 for 1903	6½ % \$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 } { \$151,992 } { \$302,366 } { \$371,445 }	Nil.	\$44 for year ended 30.4.1904	7½ % \$58½ ex. div.
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 1903, making £1 for 1903	8 % Tls. 98 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 } { \$2,749 } { \$374,749 } { \$1,110 } { \$84,773 } { \$700,000 }	\$207,997	\$35 for 1903	5 % \$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$17,794 } { \$1,000,000 }	\$486,284	\$12 for 1902	8 % \$150
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$125,675 } { \$2,561 }	\$329,047	\$6 dividend & \$1 bonus for 1902	8 % \$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,702,288 }	\$371,110	\$22½ for 1902	6½ % \$335 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ none } { \$185,000 }	Dr. \$63,123	\$5 for 1900	\$24
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$30,935 }	Nil.	\$3 for year ended 30.6.1903	6 % \$34
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 } { \$600,000 } { \$157,555 }	\$16,362	\$1½ for first half-year 1904	10½ % \$29 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 } { £100,000 }	£5,853	10½ for 1903 @ 1/10 5/16 = \$5.378	4½ % \$130 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ none }	Tls. 55,541	Interim of Tls. 2 for 1904	8½ % Tls. 53 sales
Do. (Preference)	100,000						Tls. 49 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £400,000 } { £60,000 } { £15,093 }	£19,555	Interim of 1/ (Coupon No. 4) for 1903	4½ % 26½ sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$21,075 } { \$18,000 }	\$1,287	{ \$1.80 & b. 40 cts. } for year ending 30.4.04	5½ % \$40 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$20,155 } { Tls. 98,000 }	\$33,648	\$5 for 2nd 4-year making \$13 for 1903	8½ % \$150 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 201,614 }	Tls. 865	Interim of Tls. 14 for 1904	10 % Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none }	Dr. \$147,717	Interim of \$5 for 1904	\$230 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dr. \$73,905	\$3 for 1897	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 1,450	Tls. 24 for year ending 30.9.03	4½ % Tls. 60
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 }	£7,820	No. 3 of 1/6	Tls. 64 sellers
Oriental Consolidated Mining Company, Limited	150,000	G \$10	G \$10	{ none }	G \$674,093	Interim of 50 cents, account 1904	6½ % G \$164 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	Dr. £4,029	No. 12 of 1/ = 48 cents	\$44 sellers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.							
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 }	\$10,517	\$3.75 for 1903	8 % \$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	{ \$50,989 }	\$28,015	Interim of \$24 for 1904	4½ % \$174 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$25,500 }	\$505,471	{ \$6 dividend and \$2 bonus for first half- } { year 1904 }	7½ % \$217½
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$60,000 }		\$10 div. & \$5 bonus for 1903/4	7½ % \$202½ buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	{ \$55,500 }	\$489	\$14 for 1903	4½ % \$27 sellers
Riley Hargreaves & Co., Limited.	6,000	\$100	\$100	{ \$150,000 }	\$40,936	{ \$10 div. and \$2½ bonus } for 1903	6½ % \$192½ buyers
Do. (Preference)	2,750					{ \$7 dividend }	6½ % \$122½
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 900,000 }	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	6½ % Tls. 174
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 }	Tls. 22,895	Interim of Tls. 4 for 1904	8½ % Tls. 132½ buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$1,050,000 }	\$43,732	\$6 for 2nd half year 1903	5½ % \$240 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 6,000 }	Tls. 1,760	Tls. 18 for 1903	9½ % Tls. 190 sales
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none }	\$9,989	\$24 for year ended 30.6.1904	8½ % \$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 41,000 }	Tls. 555	Interim of Tls. 4	6½ % Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	{ \$100,000 }		Interim of Tls. 2	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$11,824 }	\$11,668	\$5 for first half-year 1904	8½ % \$148 buyers
Hongkong Land Investment and Agency Co., Ltd. (Shanghai)	9,000	Tls. 25	Tls. 25	{ \$100,000 }	\$11,666	Interim of \$6 for 1904	8½ % \$148 sellers
Hongkong Land Investment and Agency Co., Ltd. (Kowloon)	9,000	Tls. 25	Tls. 25	{ Tls. 13,986 }	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	4½ % Tls. 19 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 }	\$9,177	90 cents for 1903	7½ % \$124 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$50,000 }	\$636	\$2.60 for 1903	6½ % \$384 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 } { Tls. 150,000 } { Tls. 17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 % Tls. 118 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none }	Dr. Tls. 2,132	Interim of Tls. 31	Tls. 49 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 54,626 }	Tls. 325	Interim of Tls. 3 for 1904	7 % Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none }	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,362	Interim of \$14 for 1904	5½ % \$60 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	4½ % Tls. 25 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none }	\$22,862	50 cents for the year ending 31.7.04	3½ % \$134 sa. & b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 30,998 }	Tls. 88,034	Interim of 3 % a/c 1898	Tls. 214 buyers
Laon-kung-now Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 5,658 }	Tls. 26,389	4 % for 1897	Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	{ \$779 }	nil	\$125 for year ending 30.6.1900	\$100
Philippine Company, Limited	67,500	\$10	\$10			First year	\$61
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	9½ % Tls. 654 sales
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ \$25,000 }	\$2,883	Interim of 50 cents for 1904	8 % \$124
Bell's Asbestos Eastern Agency, Limited	8,664	\$126	\$126	{ none }	£161	6d. per share for 1903	7½ % \$50 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$5,500 }	\$590	\$3 for 1903	7½ % \$22 sellers
Central Stores, Limited	6,000	\$15	\$12	{ \$20,000 }	\$1,253	Interim of \$1.20 for 1904	11½ % \$100
Do. (Founders)	123					None	\$8 sellers
Do. (New Issue)	24,000	\$15	\$7½	{ none }	Nil.	Preferential of 7 per cent for 1904	\$134 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ none }	Nil.	60 cents for 1903	4½ % Tls. 75 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 25,000 }	Tls. 1,942	Tls. 6 for 1903	8 % \$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ none }	\$3,739	None	\$94 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$55,000 }	\$1,171	80 cents for 1903	8½ % \$12 buyers
Dairy Farm Company, Limited	25,000	\$10	\$10	{ none }	Dr. Tls. 152,318	\$14 for year ending 31.7.1903	Tls. 40 sellers
E. L. Mondon, Limited	4,500	\$50	\$50	{ \$112,500 }	\$2,706	Tls. 5 for 1902	7½ % \$100 sales
Fraser and Neave, Limited	100,000	\$10	\$10	{ \$350,000 }	\$2,115	\$5 div. and \$2½ bonus for 1903	\$90 sales & b.
Green Island Cement Company, Limited	21,000	\$20	\$20	{ \$186,000 }	\$13,104	\$1.50 for 1903	11½ % \$48 sellers
Hall & Holtz, Limited	7,000	£10	£10	{ £23,109 } { £3,000 }	£7,625	£1 div. and 1/2 bonus for 1903	7½ % \$160 buyers
Hongkong & China Gas Company, Limited	30,000	\$10	\$10	{ none }	\$1,747	{ \$1.00 } for year ending 30.4.1904	6½ % \$15 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	{ none }	\$1,747	{ 50 cents } for year ending 30.4.1904	5½ % \$9 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$30,000 }	\$4,283	\$20 for year ending 30.1.1903	7½ % \$90 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$35,000 }	\$5,844	Interim of \$4 for 1904	6½ % \$60
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$50,000 }	\$8,395	\$10 for 1903	6½ % \$500
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$25,000 }	\$299	{ \$1.00 for 70 cts. and 50 cts. bonus making } { \$1.50 for the year ended 30.9.04 }	9½ % \$20
Kat's Brothers, Limited	10,000	\$100	\$100	{ \$375,000 }		\$13 for 1903	9½ % \$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ Tls. 334,669 }	Tls. 27,187	Interim of 25 % for year ending 31.7.1904	8½ % \$140 buyers
Mantschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	{ Tls. 17,143 }	Tls. 27,187	3rd quantity of Tls. 10; for paid 159,841 making 40 for Tls. 30 a/c 1904	11½ % Tls. 287½ sales
Maynard and Company, Limited	3,400	\$10	\$10	{ none }	\$803	\$2 for year ended 31.10.1903	7½ % \$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	{ \$5,000 }	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9½ % \$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ None }	Dr. \$5,537	None	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 7,548	Interim of Tls. 34 for 1904	8 % Tls. 105 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 108,172 }	Tls. 10,247	Tls. 5 for 1903	5½ % Tls. 93 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 10,000 }	Tls. 3,288	Interim of Tls. 6 for 1904	7½ % Tls. 165 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 140,000 }	Tls. 7,369	Interim of 15/- for 1904	6½ % Tls. 400 buyers
Singapore Dispensary, Limited	600	\$50	\$50	{ \$6,000 }	\$800	\$5 for year ending 31.7.1903	5½ % \$200
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	Dr. \$39,020	None	\$25 nominal
Steam Laundry Company, Limited	5,000	\$5	\$5	{ none }	\$1,644	60 cents for year ended 31.5.04	18½ % \$7
Straits Ice Company, Limited	2,000	\$100	\$100	{ \$45,000 }		First year	\$4 sales
Straits Trading Company, Limited	250,000	\$10	\$10	{ \$650,000 }	\$83,403	\$1 for second half year 1903	9½ % \$160
Tebnan Planting Company, Limited	2,000	\$5	\$5	{ none }	Dr. \$4,551	\$1 div. and 25 cents bonus for half year	7½ % \$84
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ Tls. 415 }	Tls. 613	None	\$14 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 152,259 }	Tls. 667	Tls. 2 for half year	Tls. 170
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$20,000 }	\$186	Final of Tls. 4 making Tls. 8 for 1904	6½ % Tls. 130
Do. (Founders)	100	\$10	\$10	{ \$4,802 }	\$1,642	90 cents } for year ended 31.5.1904	9½ % \$10 buyers
Watkins, Limited	10,000	\$10	\$10	{ \$4,802 }	\$1,642	\$1 for 1903	10½ % \$91 sellers
Do. (Founders)	10,000	\$10	\$10	{ \$4,802 }	\$1,642	Final of 70 cents making \$1.20 for the year ending 30.6.1904	11½ % \$11 buyers